

ENGINEER REPORTS FAVORABLY ON SOUTHERN NATIONAL HIGHWAY

B. H. Burrell of U. S. Department of Roads and Engineering Reports Route Easily Traveled and That Money for Building Has Already Been Appropriated for All But About Two Hundred Miles.

Editor's Note—As El Paso is on the new Southern National Highway from San Diego, Cal., to Washington, D. C., the following extracts from the report of the inspection trip made between November 2 and 27, 1915, by B. H. Burrell, senior highway engineer of the United States department of roads and engineering, will be of interest to local motorists.

BY B. H. BURRELL,
Senior Highway Engineer U. S. Dept.
of Roads and Engineering,
Washington, D. C.

THE total distance for the designated route, San Diego to Washington, is 2,273.5 miles.

The re-location of portions of this route would reduce the total distance by several hundred miles, but it should be understood that the route as traveled by your engineer has been designated by the Southern National Highway association as a feasible highway, which could be traveled at the present time without undue hardship or difficulty.

It can be said with perfect confidence that there are no difficult engineering problems existing over any part of the route as traveled. All the re-locations suggested can be made by any competent highway engineer.

Cost Not Excessive.
Five hundred miles or more of the grading for the 16-foot surfaced highway should not cost over \$500 per mile, and your engineer is of the opinion that no individual mile would cost over \$500 for grading alone, and also that there is not more than 75 miles altogether that would cost over \$500 for grading alone.

It might be said that from the information gathered along the line, from practically every county through which we traveled, there is less than 200 miles of the entire distance for which money has not been either appropriated or provided for, or work actually under way, which will place the designated Southern National Highway in fine condition prior to the spring of 1917.

Complete in 1917.
When the projected work is completed, which will be in about 18 months hence, the entire route could be traveled by almost any car with perfect comfort and security. Excellent stopping places within easy distance of each other are found all along the route, and while automobile supplies and fuel are high at some points along the route, in general the prices averaged about the same as those found in any part of the country.

We had absolutely no breakdowns or mechanical repairs during the trip, and we only stuck once in the entire journey, and this was due to carelessness more than anything else, as we attempted to cross some newly graded sand-clay road without chains. After jacking up and placing the chains, we came out on our own power. We used a Cadillac, eight cylinder, 1916 model.

Test Car Shows Speed.
The last 14 miles into Washington

was made at an average speed of 55 miles per hour, with the speedometer reading 62 miles per hour several times.

The trip was made between November 2 and November 27, 1915, 26 1/2 days on the journey, averaging approximately 19 hours a day travel. The average daily run was approximately 143 miles, the longest being 259 miles from Durham, North Carolina, to Frederickburg, Va. Had the journey been made one month earlier, at least two days could easily have been gained over the running time.

The funds which made the trip possible were raised by the Cabrillo club and San Diego citizens. The expenses of the journey were not paid from the Southern National Highway association treasury, although the sanction of the association was obtained for the trip, and the journey was made under the auspices of the Association.

The distances when all projected work is completed, San Diego to Yuma, will be 129.0 miles. The trip was made San Diego to Yuma, in 10 1/2 hours.

Deserts Not Deserts.
Contrary to general opinion, the so-called deserts of western Texas, to and across the Imperial Valley, Cal., are not deserts, but land which will some day be brought under the highest state of cultivation. Especially is this true of the Imperial Valley, in California, the Gila river basin, and the Staked plains of western Texas and eastern New Mexico.

It is extremely interesting throughout—very different from the general impression given the railroad tourist from the car windows. The colorings through Arizona and New Mexico can only be truthfully reproduced by the impressionistic school of painters.

Scenery is Grand.
The Superstition mountains of Arizona afford scenery which is only excelled by a few of the celebrated beauty spots of America. Arkansas, Tennessee, and North Carolina afford a beautiful scenic route largely through virgin country, with many miles of forest untouched by man.

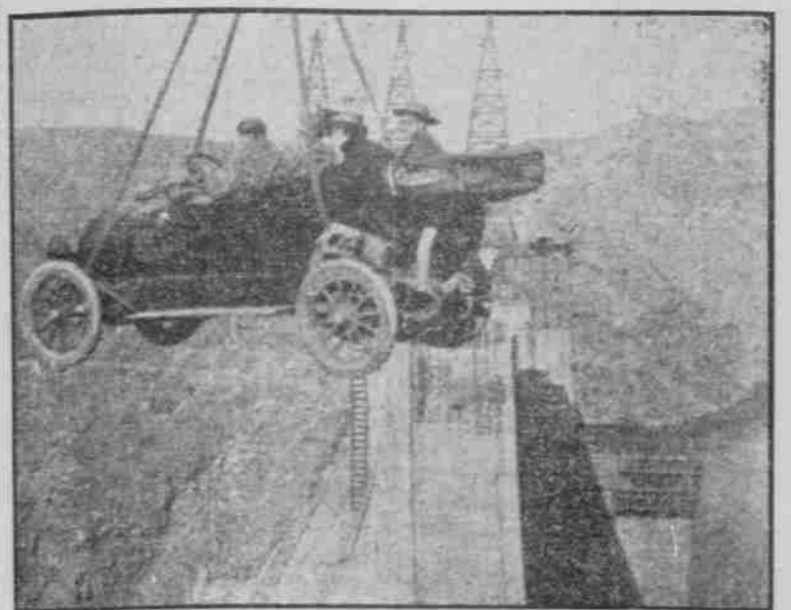
Through North Carolina and Virginia is to be found beautiful scenery on every hand, and countless places pregnant with historic associations. This route is an open route through the year for automobiles, and could now be traversed with ease during eight months of the year in its present condition.

The following statement by Col. Ed. Fletcher, of San Diego, Cal., representative of the Southern National Highway association, will also be of general interest:

BY COL. ED. FLETCHER,
California State Representative of the
Southern National Highway
Association.

The committee is most enthusiastic over the report of engineer Burrell. It covers 50 pages, and goes into detail as to the road conditions in each state

MOVIE ACTORS ESTABLISH WORLD RECORD FOR JOY RIDE IN AN OVERLAND CAR



"Joy-riding" 150 feet above Elephant Butte dam.

"MOVING PICTURES" have been responsible for furnishing theater goers with many thrills and there seems to be a spirit of rivalry between different producers and directors to produce one "just a bit more reckless than the other fellow's stunt."

L. J. Burrell has just completed the filming of a big picture of El Paso scenes in which all the parts were taken by El Pasoans. Mr. Burrell was anxious to get into the game of going the other fellow one better and he engineered a little stunt at Elephant Butte dam which will furnish local patrons of the film plenty of thrills when it is shown here.

To better understand the stunt, it may be stated that the film depicts the

and country through which the Southern National Highway passes. We are the only National Highway association in the United States who have had donated the services of a U. S. government engineer, and who have received a favorable report from a government official.

The greatest enthusiasm prevails all along the route, and each county in every state through which the road is being built is vying with each other in the early completion of its section of the Southern National highway. Within probably 12 months the road from San Diego to El Paso, Texas, will be as safe for travel by any machine as any of our back country roads in San Diego county.

The next step is the thorough sign-posting of the route, San Diego to Washington, and it is up to San Diego to start the good work and see that it is completed.

An appropriation for the Southern National highway will be asked for at this session of congress, but I am personally of the opinion that any appropriations made for national highways will be turned over to the department of public roads and engineering, and will be spent where designated by said department.

love affair of "Miss El Paso," played by Irene Shirley Frickleton, and "The Man From the East," as portrayed by Don Hathorn. Desiring to have points of interest, not only in but near the city, as background for the chief characters in the film play, Mr. Burrell decided to take his company to Elephant Butte dam.

"Something Real Daring."

L. E. Gillett, sales manager of the El Paso Overland Auto company, accompanied the party to the dam, using a new Overland model 92 touring car. On arrival at the dam, Mr. Burrell asked superintendent Schmalhausen to suggest something real daring to give the necessary "action" to the picture.

The superintendent sized up the situation and proved himself a regular "movie fan" by his suggestion. It was that the Overland car be attached by cables to the high crane used to hoist material to the top of the dam and then hoisted high into the air, finally being brought to rest on the top of the dam.

"Miss El Paso" said that her nerves were good and that she was willing to do her part. The fenders of the car were stripped off so that the cables could be attached to the axles. The superintendent then loaded the car with nearly a ton of cement, and found there was no bending to the springs. The cement was unloaded and the trip started. "Miss El Paso" and "The Man From the East" occupied the tonneau of the car while superintendent Schmalhausen occupied the front seat with L. E. Gillett, who held the steering wheel and wondered what to do with it.

Auto or Airplane?

"Seeing the sights at the Elephant Butte dam," will be the "dash" thrown on the screen just before the dangerous auto—or should it be airplane?—ride is shown. With director Burrell turning the crank of the little "movie" camera at the foot of the dam, the big cables slowly began to haul the automobile up the side of the dam. Soon it was on a level with the top but the superintendent enjoyed a little fun and the car was hoisted 50 feet above the dam before he gave the signal to lower it to the top.

With scarcely a jar, the Overland was deposited on the top of the big dam, the first car to do it. The "movie" director shouldered his camera and made his way up there and took some more views of "Miss El Paso" showing her guests the points of interest as seen from the dam.

Once more the party got into the car. Mr. Gillett was asked if he needed any assistance in getting down and replied that as he hadn't received his license from the Aero society he would need some help. The moving picture camera was then braced on the windshield and Mr. Burrell wrapped his long legs around the hood, facing the four passengers in the car.

Love Scene High in Air.

Once more the powerful crane began to lift the automobile and this time it was taken up nearly 150 feet above the dam. "Miss El Paso" following the scenario, looked over the edge of the car, "became dizzy" and threw herself in the arms of "The Man From the East," and the "click-click-click" of the camera kept on.

"The Man From the East" seemed a little "frazzled" by the "dash" and promptly proceeded to propose marriage to "Miss El Paso," who came out of her swoon to accept him. There was another clench as the car was slowly lowered to the base of the dam. "Was I frightened?" said Mr. Gillett. "Well, not so you'd notice! I knew that the cables had been used to hoist many times the weight of the Overland and so they wouldn't break while I was sure that the Overland was strong enough to stand many times the weight and strain put upon it by the test. But I'll bet that we set a world's record for attitude on an automobile joy ride."

The Elephant Butte scenes will be shown not only in El Paso but throughout the country under the auspices of the Willys-Overland company.

This System May Be Suggestion In The Dimmer Puzzle
This system might solve the question, "What is a dimmer?" In El Paso, in the city hall at St. Louis, Mo., is a shadow box where the headlights of more than 5000 motor cars have been tested and adjusted in conformity with the recently adopted anti-glare ordinance without expense to the owner.

To the steering wheel of every machine tested is affixed a lead seal which makes the owner or driver immune from arrest for violation of the law which requires that the main shaft of light shall not be higher than three feet from the ground at a distance of 25 feet in front of the car, according to information in "Motor Age." The shadow box proper is made of wood and is six feet high and four feet wide, painted white. It is framed in black curtains which extend about a foot from the board. A black canvas curtain, which drops behind the distant roadway, makes the tunnel as dark as a Stygian cave. The headlights are thrown on the shadow box which has a graduated scale so that the inspector tilts the lamp until the main ray of light falls on the three-foot line of the device; and then fixes the O. K. seal to the car.

BORDERLAND WILL MOVE NEXT WEEK

Ben Clements Secures More Commodious Quarters for Tire and Accessory House Across Kansas Street.

The Borderland Auto Supply company will move early next week to larger and more elaborate quarters directly across Kansas street from their present location. The new store will give the company a sales floor of 1200 square feet with a basement of equal size for the storage of Lee tires and accessories. "I am going to have the finest store in the city for tires and accessories," says Ben L. Clements, the manager.

Mr. Clements is feeling happy that Lee tires have not yet made any announcement of an increase in price and he hopes that the present prices may be maintained. There has been a heavy call for Lee since the first of the year, as many motorists are "stocking up" on casings and tubes in the expectation that there will be an increase. Practically every other tire represented here has been increased in price from 10 to 20 per cent.

A FAIR-FLUNG INDUSTRY.

There are 24,000 automobile dealers, garages, repair shops, supply houses and charging stations in the country. These include 19,500 dealers, 17,900 garages, repair shops, and 1,600 stores that make automobile supplies their principal business.

TROST TAKES ON MARMON AGENCY

Franklin Co. Will Handle Line of Water-Cooled Cars in Territory.

Announcement was made Wednesday by Lee J. Trost of the Franklin Motor Car company that this concern has taken the agency for the Marmon line.

"It will no doubt be a pleasure to the discriminating purchasers of real high grade automobiles to know that El Paso will have some of the first shipment of this car on exhibition within the next 20 days," said Mr. Trost.

"We have just completed arrangements for the distribution of the Marmon line for New Mexico, West Texas and old Mexico. A few of the details of the new car may be called revolutionary by the owner contingent and remarkable by the engineering fraternity." The new Marmon "24" is built on the Brush plan, advocated by A. E. Brush in a recent S. A. E. paper. The car has a six-cylinder valve-in-the-head motor with aluminum cylinders fitted with cast iron sleeves and cast iron seats for the valves. The cylinder head is a separate piece and is of cast iron. Pistons are of aluminum alloy.

The whole car has been so lightened by the judicious use of aluminum that the shipping weight of the five passenger model has been reduced to 3215 pounds.

"In appearance and performance the Marmon is as attractive as it is in mechanical construction. Wire wheels are standard equipment. Maximum car speed is given at 62 miles per hour and acceleration tests showed a speed of from 10 to 50 miles per hour in 18 seconds.

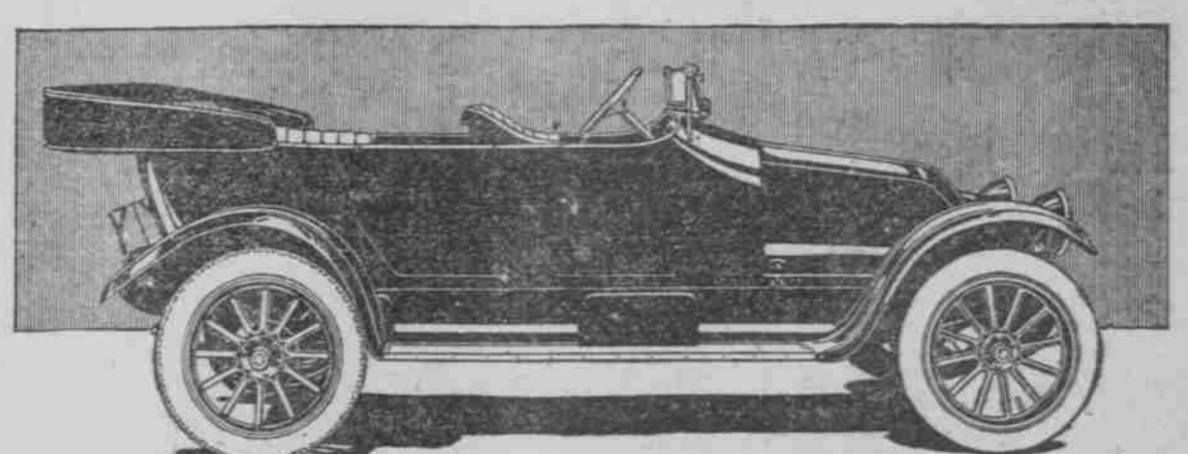
"The wheel-base is 124 inches and the bore and stroke of the motor is 3 1/4 by 5 1/4 inches.

"The Nordyke & Marmion company was established in 1851 and it has always built the very highest grade of automobiles.

"The Franklin Motor Car company has taken on the Marmon line for it is in keeping with their policy of catering to the high class trade and knowing that the Marmon is the best water-cooled car on the market and with the direct air-cooled Franklin, their line is complete to satisfy the most exacting purchasers."

At the annual meeting of the stockholders of the Tacoma Speedway association a report covering the year's business was read, showing a gross profit of more than \$7000, out of which has been paid the guaranteed interest on stock.

Cattlemen! Don't Forget---Investigate!



THE DIRECT AIR-COOLED FRANKLIN

No water to boil or freeze. Twice as far on Gasoline, Oil, Tires. The first Six-cylinder Car in America. We hold all records for Durability, Economy and Efficiency.

Franklin MOTOR CAR

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"Four - Ninety"
\$635 F. O. B.
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"Baby Grand" and
Roadster Models
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All models have complete
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systems at above prices

—is the Clutch Collar

The Chevrolet clutch collar is a patented device owned by the company and used exclusively on the Chevrolet.

By its use there is no heating and burning out of the clutch collar, cutting of clutch hub or disagreeable shifting of gears and the expense of frequent replacement is entirely done away with.

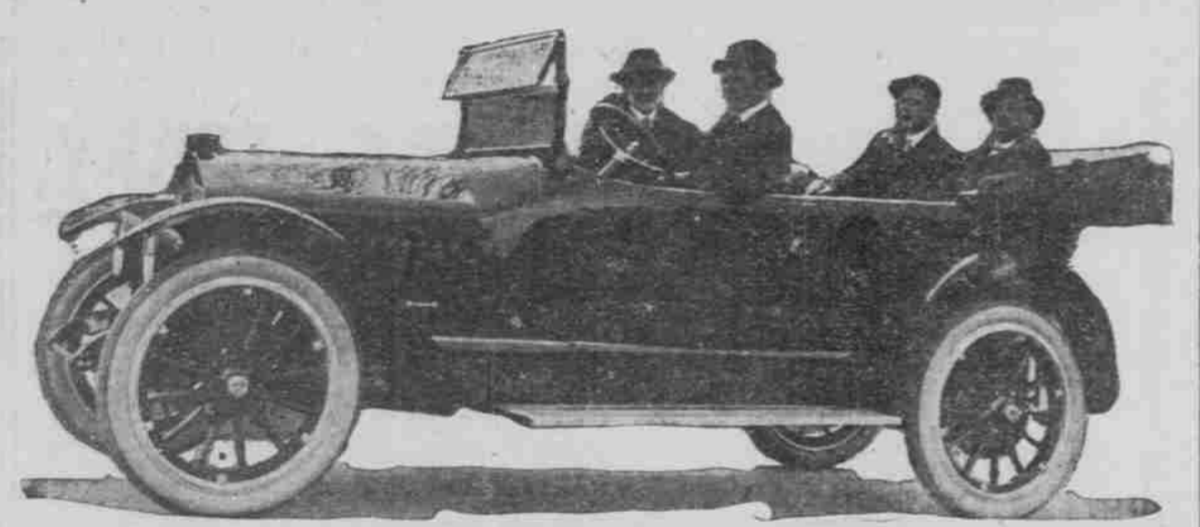
It is a core bronze-casting holding a cupful of oil. Through the shell at proper distances special wood plugs are inserted, extending into the oil receptacle, through which plugs the oil exudes (or sweats), delivering the oil to the center of the clutch hub, the centrifugal motion carrying it to the outside, preventing friction, heating and cutting.

This of itself is worth the price of the car. It is only one of the many excellent features which we will be glad to demonstrate to your satisfaction.

Local Agents

TRYON MOTOR SALES CO.
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THE MYERS CO., EL PASO, TEXAS
Southwestern Distributors

New "12" Creates Much Discussion on Gas Row



Carl Reeves (at the wheel) demonstrating the new National "Highway 12" to Henry La Salle, A. H. Beckett of The Herald staff, and F. J. Garrett of the Elliott-Garrett company in the tonneau.

GRACEFUL lines, an unusually commodious tonneau and great power feature the new National "highway 12," which made its appearance on the sales floor of the Elliott-Garrett company this week. It is the first "12" to cause any flutter among the motorists of El Paso and the big demonstrator has been kept busy ever since it was unloaded as the requests for demonstrations have been unusually heavy.

The new National "12" motor was

built in the National shops. It has cylinders 2 3/4 by 4 1/4 inches and will develop about 70 horsepower. The L-head cylinders are cast in blocks of six and placed at a "V" angle of 60 degrees. All valves are on the outside and easily accessible.

The wheelbase is 128 inches and while the carry is listed as a six-passenger model, a little crowding will permit three persons on the tonneau seat. The extra seats are of the disappearing variety.

In general appearance, the car follows the well known National lines and though the motor is still a bit stiff,

its action is smooth and frictionless. In a test, the car was run at so low a speed that the speedometer failed to register and when demonstrator Carl Reeves opened up for a bit of speed, the pickup was steady and absolutely without jar. No attempt was made to set any speed record but from less than one mile per hour to 40 miles was reached in about a city block each gear. Very high speed is possible with the new National but Frank J. Garrett states that he is not and never was a "stunt" driver and that he will sell the car on its quality merits and not on its stunt values.

CATTLEMEN'S TIRE SALE

We Have Hundreds of Rare Bargains to Offer You. COME AND LOOK THEM OVER.

	Case.	Tube.		Case.	Tube.
30x3	\$ 8.55	\$1.75	36x4	\$15.00	\$3.25
30x3 1-2	11.00	2.40	34x4 1-2	20.00	3.75
32x3 1-2	12.70	2.15	35x4 1-2	17.00	3.85
33x4	18.10	2.70	36x4 1-2	21.00	4.00
34x4	18.45	2.90	37x4 1-2	22.00	4.25
35x4	16.00	3.00	37x5	22.00	4.75

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